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CLASSIFICATION <u>CONFIDENTIAL</u>		367	25X1
COUNTRY	<u>Poland</u>	REPORT	
TOPIC	1. Air Force Barracks Installation in Warsaw-Bielany 2. Warsaw-Bernerowo Airfield 3. Warsaw-Okecie Airfield		
EVALUATION	PLACE OBTAINED		25X1
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	23 December 1952
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	1 - one sketch on ditto
REMARKS			
This is UNEVALUATED Information			

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1. A four-story barracks-like brick billeting building with basement and attic, 60 to 70 x 15 meters, was located in the Zromskiego Street in Warsaw-Bielany (R 53/P 99), 500 to 600 meters west of the point where the aforementioned street branched off from the Warsaw-Modlin road. Between November 1951 and November 1952, the building was occupied by 200 to 250 soldiers, apparently air force recruits who were about 20 years old and in good condition. The barracks area including the barracks yard was 150 meters square and surrounded by a barbed wire fence. The installation was in good condition and apparently had been put in operation only a short time before. About 50 percent of the training activity consisted of callisthenics in the barracks yard. Infantry training performed just south of the barracks yard included training at group level. Apparently, offensive and defensive, penetration into a position and scout missions were practiced. A sort of maintenance service was performed on three biplanes parked in the barracks yard. The wings and engines were being disassembled, partly taken to pieces and finally assembled again. The three types of training activity were conducted at the same time. There was intensive activity in the barracks installation. Weapons observed included rifles, submachine guns, and individual light machine guns. 1

2. During the period from November 1951 to November 1952

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a very large airfield was located at Warsaw-Bernerowo (Babice) on the northwestern edge of Warsaw. The field boundaries could not be definitely observed. A large runway, apparently with a cement cover, extended from east to west. South of the runway was an apron, about 500 meters square and apparently with a concrete top layer, on which the aircraft were temporarily parked and refueled from tank trucks. About 200 meters east of the apron, there was a large hangar with its narrow side pointing to the north. Another hangar or a block of hangars, about 250 meters long, was west of the concrete apron, south of, and at an angle of 30 to 40 degrees to, the runway.

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A building 4 or 5 stories high and with an antenna system on the roof was located north of the runway in the western section of the field. The building apparently housed the flight control station or komendantura of the field. Additional buildings were observed southwest of the hangar which was located lateral to the runway. A wood was south of the buildings. The aircraft were parked on the square concrete apron south of the runway and on dispersal areas northwest of the apron and north of the runway.

3. The following two aircraft types were observed at the field:

- a. Single-jet aircraft, mid-wing monoplane with considerably swept-back wings, high rudder assembly, and nose wheel.
- b. Single-engine aircraft with slightly tapering wings, rounded-off wing tips and probably radial engine. Although the aircraft looked clumsy, it was rapid and maneuverable. [redacted] the aircraft was a Czech type.

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4. Air activity was conducted in all types of weather except when there was heavy rain, fog or gusty wind. The jet aircraft daily flew 1 to 2 hours, while the single-engine aircraft were observed aloft almost continuously. Air activity usually started around 9 a.m. by jet aircraft which took off individually or in elements of twos at intervals of about 300 meters, or in formations of three at the same intervals. The jet aircraft mostly flew some wide circles over the field and then landed. If the weather was good, the jet aircraft again took off at about 2 p.m. In the meantime, the single-engine aircraft practiced flying up to about 5:30 p.m. The aircraft taxied from the concrete apron south of the runway, passed just north of the hangar located nearby, proceeded to the east and finally made a left turn to the runway. Before taking off, the aircraft stopped for a short time at the end of the runway, with running engines or jet engines. The jet aircraft apparently used a shorter take-off strip than the very fast single-engine aircraft. When landing, the aircraft touched ground about in line with the hangar, about 200 meters east of the concrete apron, taxied along the runway for a stretch of 1,200 to 1,500 meters, then turned to the south to the concrete apron where they were being refueled. Some of the aircraft disappeared in the hangar which was lateral to the runway. At least six tank trucks were observed at the field. The jet aircraft mostly flew in elements of twos or in V formations of threes, and seldom individually. Source once counted 36 jet aircraft aloft which had definitely taken off from Bernerowo airfield and also landed there. Aerobatics, air combats, or other combat practices were never conducted by jet aircraft. No parachute jumps were observed. At least the same number of conventional aircraft as jet aircraft were stationed at the field. The former aircraft also conducted local flights but of a longer duration than the jet aircraft. They sometimes disappeared and apparently returned after 20 to 30 minutes. Every day between 10 a.m. and 11 a.m., a twin-engine aircraft, similar to the commercial aircraft which later was observed at Okecie airfield, landed in Warsaw-Bernerowo. During that time, all other air activity stopped at the field.

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5. [redacted] AA gun emplacements which were permanently occupied were located in the western and southwestern sections of the field. 2 25X1

6. Between November 1952 and April 1953, [redacted] air activity over Warsaw-Okecie airfield from Sluzewice camp. 25X1

The aircraft which approached for landing at the field usually flew over the camp and then landed from east to west. They approached more slowly than the aircraft which repeatedly flew over the camp before landing at another airfield. Aircraft observed landing at Okecie airfield included twin-engine commercial aircraft, military aircraft which had a dark paint and no windows in the fuselage, and white aircraft with the red cross. The commercial aircraft always landed on schedule. At the other time, there was air activity by the twin-engine aircraft which flew individually or in V formations of three. A maximum of six aircraft were observed simultaneously aloft; they landed individually. No parachute jumps were observed being made from twin-engine or four-engine aircraft. Individual aircraft flew at night. [redacted] jet aircraft extended their landing gears apparently for landing at Okecie airfield, however, they again retracted their landings gears about 1 km northwest of the field and flew off. 25X1

1. [redacted] Comment. For location of air force barracks installation, see Annex. [redacted] a building referred to as construction project No 303 was identified as billeting building for air force officers. [redacted] the three buildings north of the billeting building were occupied by officers of the Corps of Internal Security. 25X1 25X1

2. [redacted] Comment. It is believed that Warsaw-Bernerowo airfield is occupied by two or three Polish Air Force regiments equipped with MiG-15s. 25X1

[redacted] The aircraft types observed [redacted] probably are MiG-15s and conventional fighters, probably of La or Yak types. The observations made indicate that, in the fall of 1952, probably not all of the fighter regiments at the field were re-equipped with MiG-15s or that re-equipment of the individual regiments was not yet completed. The reported concrete apron, 500 meters square, south of the runway, on which aircraft were parked, probably was the northeast-southwest runway which [redacted] 25X1

[redacted] possibly appeared to be a square terrain. The other statements on installations at the field agree with available records, except for the high building north of the runway which is reported for the first time, [redacted] information that the jet aircraft apparently used a shorter take-off strip than the conventional aircraft may indicate that, after the take-off, the jet aircraft climbed more quickly. [redacted] 25X1

[redacted] three aircraft were permanently parked at the eastern end of the runway. It is believed that the aircraft belonged to the alert flight. 25X1

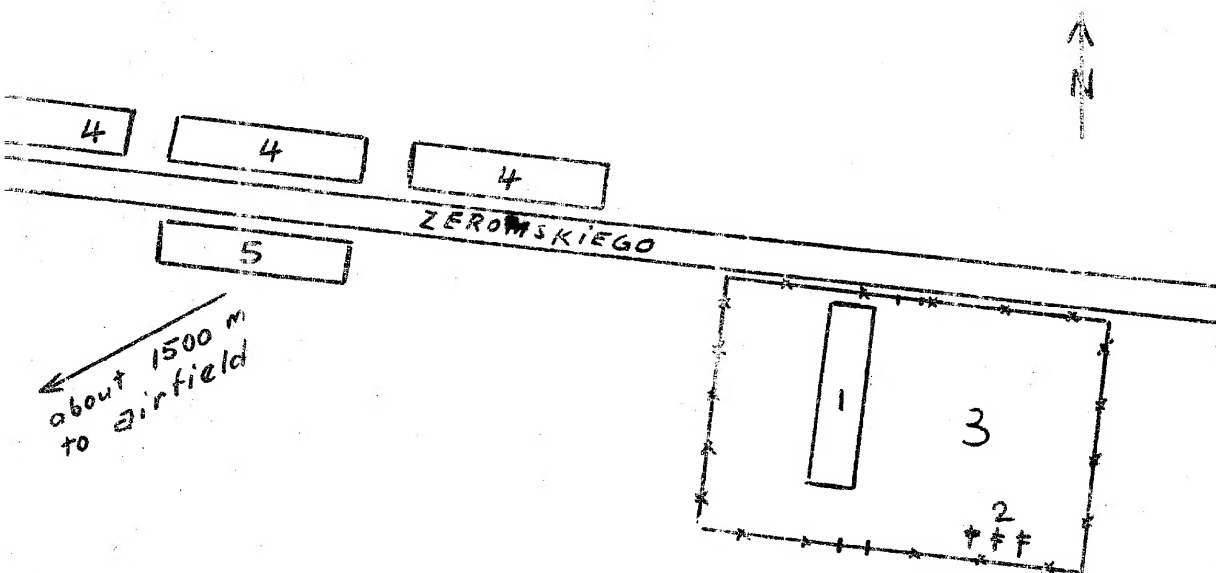
3. [redacted] Comment. Warsaw-Okecie airfield is used by commercial and military aircraft. The field is believed to be occupied by a transport unit of the Polish Air Force. 25X1

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Annex 

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Air Force Barracks Installation in Warsaw-BielanyLegend:

- 1 Four-story brick billeting building, about 65 x 15 meters, with two entrances
- 2 Three parked biplanes
- 3 Barracks yard, used as athletic field
- 4 Three new buildings, large tenement houses, each about 70 x 15 meters
- 5 Dwelling house with shops, about 70 x 15 meters; construction project No 303

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